

Intimations

100

Today's
Advertisements

HONGKONG RIFLE ASSOCIATION.

THERE will be NO COMPETITION TOMORROW (SATURDAY), the 8th instant, but the Range will be open for Practice, after which the Range will be CLOSED for the remainder of this month for fitting up of New Targets, &c.

ALEX. MACKENZIE,

Hon. Secretary.

Hongkong, 7th June, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Company's Steamship.

"HAIMUN,"

Captain Davis, will be despatched for the above Ports, on SUNDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LARRAIK & Co.,

General Managers.

Hongkong, 7th June, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

The Company's Steamship.

"ESMERALDA,"

Captain J. McGinty, will be despatched as above on TUESDAY, the 11th instant, at 3 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th June, 1901.

NAVIGAZIONE GENERALE ITALIANA,

(Florida and Kubatino United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND

PENANG.

Having connexion with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BAKELA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain D. Costa, will be despatched as above on WEDNESDAY, the 12th instant, at Noon.

At Bombay, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 7th June, 1901.

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [145b]

A. S. WATSON & Co., LIMITED.

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS

OF

AERATED WATERS

IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTORY at WEST POINT is the LARGEST and BEST EQUIPPED in the FAR EAST.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & Co., LIMITED, THE HONGKONG DISPENSARY, Hongkong.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 7, 1901.

NOTES AND COMMENTS.

A Dearth of Doctors.

Considering that Hongkong is now in the midst of a plague epidemic it certainly seems to us that the Medical Department of the Government is shockingly undermanned. We have not sufficient medical men to carry out the duties devolving upon them in normal times; much less to cope with the great increase of work and responsibility involved in dealing with such an epidemic as is at present raging in the Colony.

Our medical staff at present consists of:—

Dr. ATKINSON, Principal Civil Medical Officer, at present on leave in England.

Dr. LOWSON, on sick leave.

Dr. CLARK, Medical Officer of Health, whose whole time is filled up in dealing with plague and who urgently requires at least two assistants.

Dr. BELL, Acting Principal Civil Medical Officer, in charge of the Government Civil Hospital, the Public Mortuary and the Tung Wah Hospital.

Dr. LAZARUS, who has been temporarily appointed in charge of the Gaol, to relieve Dr. BELL, who would otherwise have to carry out the duties of Gaol Medical Officer in addition to his own.

Dr. STEWART, I.M.S., who has been borrowed from the Military to assist at the Government Civil Hospital.

To begin with the Civil Hospital. Such an institution requires a doctor, in charge and a couple of resident house-surgeons, who should not have other duties to perform, but should give their whole time to the Hospital.

The Gaol certainly requires a special medical man in charge, but as this is not so important as the Civil Hospital it would not, we think, be asking too much of him if the Mortuary were also placed in his charge.

The Kennedy-town Hospital, in other words our infectious diseases hospital, requires a staff of at least two resident medical men, and these might also keep an eye upon that plague spot of the Colony, the Tung Wah.

As for the Medical Officer of Health, he should and would in any decently organized town of the same size and importance elsewhere have a couple of medical men under him, who would carry out inspection or routine work under his supervision.

Needless to say, the above recommendations are not inclusive of the Principal Medical Officer. He should be quite apart from any of the Hospitals; so that he would have time to devote his attention completely to organization and supervision.

As matters now stand everything has to be carried on in a slipshod manner. Not one of our Medical men is sufficiently free to properly attend to all the different branches which he is supposed to run at one and the same time. If Dr. BELL pays the attention which he should do to the Hospital he must let the Mortuary and the Tung Wah slide, and vice versa; while how he is to find time to exercise that supervision over the Kennedy-town Hospital which one would naturally expect from the Principal Medical Officer we utterly fail to see.

In the same manner, Dr. CLARK, has the bulk of his time taken up with mere routine work, which would not be the case if he had assistants. How can he supervise the mortality returns, look into questions of sanitation and public health, deal with the plague epidemic and, at the same time, be constantly moving round inspecting, as he should do? It is utterly idiotic to expect him to do a quarter of the work which devolves upon him, and everybody must admire the gallant struggle which he makes to cope with it.

It seems to us that the Government is too anxious to save the halfpenny-worth of tax, and don't care a D— if they lose the ship. They simply play at having an efficient medical staff, and, by giving their best hard-working men who are doing their best under most adverse circumstances a multiplicity of titles, they are trying to gull the public into the belief that our Medical Department is all that can be desired.

And it will not be the slightest good sending for fresh men now, so far as this present epidemic is concerned. Previous experience has taught us that, in all probability, the plague will die out in the course of a month or so, and thus there is not time to call upon England for reinforcements. Why not ask some of the medical missionaries to step forward and help? They are on the spot and would, we presume, willingly lend their aid if asked to do so. Failing them there are the Military Authorities to fall back upon, but they at present probably have their hands full of their own work in the shape of preventive measures, otherwise more cases of plague would have been reported amongst the Military.

Let the Government look affairs boldly in the face and try to act promptly for once. Here we have a plague stricken town and a wholly inadequate medical staff to deal with the outbreak. It is well known that plague recurs here with more or less virulence every year, yet no steps have been taken to bring our medical staff up to the requisite strength. Let the Government think over these matters and take steps at once to have our permanent medical staff increased to two or three times its present strength, and do not let us go on in the old slipshod way of allowing the plague to get a good hold before any increase of staff is deemed necessary.

If the medical Department is put on a proper footing when no epidemic exists, matters will work well, but so long as we wait for the outbreak of plague before we attempt to increase it, all will be done in a slipshod manner. The Department should be got into working order in normal times and, then, if efficiently manned, it might hope to cope with an epidemic.

REUTERS' TELEGRAMS.

BRITISH SOUTH AFRICA.

LONDON, June 5th.

Commandant Krutinger has captured and looted Jamestown.

General French has been entrusted with the operations against the invaders in Cape Colony.

It is officially stated that the Boers attacking General Dixon's force at Vlakfontein numbered 1,200 under Commandant Kemp.

Canada has offered another Cavalry Corps for service in South Africa. The British Government has declined the offer, considering it unnecessary in view of the number of troops already in the field.

THE DERBY.

The following is the result of the race for the Derby:—

Volodyovski 1
William the Third 2
Veronese 3

WEATHER REPORT.

The Observatory report says:—

On the 7th at 12.10 p.m. the barometer has risen on the E. coast of China, fallen slightly on the S.E. coast. The depression in the North has probably moved into the Sea of Japan, and a shallow area of low pressure is lying over the S. part of the Formosa Channel. Forecast:—Variable winds, moderate; showery.

LOCAL AND GENERAL.

INWARD Parcels by s.s. *Chusan* are now ready for delivery.THE s.s. *Haiching* after being thoroughly disinfected will sail again this afternoon, Captain Passmore in command.

A MONY, presumably a case of plague, was being taken away from the richies coolies shed at the Kowloon wharf at 9 o'clock this morning.

THE Hongkong and Shanghai Bank is a forest of poles and bamboos in the interior. White ants have been attacking the roof, and necessitate repairs.

THERE are temporary vacancies in the Colonial Secretary's Office for a typewriting clerk, salary \$100 per month, and an office clerk, salary \$50 per month, while advertisement appearing elsewhere.

THE woman who some time ago was sentenced to be hanged for the murder of a messenger and afterwards had her sentence commuted to imprisonment for life, died this morning in the Civil Hospital from malaria fever.

THE inquest held yesterday on the body of Ip Fai, who died in the gaol infirmary, disclosed a very frequent cause of death. Ip Fai was sent to gaol for illegally possessing opium on May 31st. Death was due to heart failure. The want of the poison that kept him alive, killed him.

WE draw our readers attention to the advertisement in another column of the well-known Green Island Cement Company, where it will be seen that the price of cement has been advanced 50 cents per sack and 30 cents per bag, of 37½ lbs. and 250 lbs. respectively. The increase dates from June 1st.

WE shall be obliged if any subscriber, on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, *Hongkong Telegraph Co., Ltd.*, 50, Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m. —

PROGRAMME.

1.—Cantata "The Lamentation of King David."
2.—Selections from "The Gondoliers."
3.—Waltz, "The Gondoliers."
4.—Song, "The Gondoliers."
5.—Selections from "The Gondoliers."
6.—Dance, "The Gondoliers."

"God save the King."

MR. COY, sole agent this side for The Field Mercantile Agency Co. has removed his sample rooms from Wyndham Street to the first floor above the New Victoria Hotel. Mr. Coy's rooms are well worth a visit as he can quote one for pretty well everything a trader is likely to want. Being keen on the dollar he makes money by enabling merchants to make it.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be most obliged for any information from our readers tending to keep the column up to date.

EUROPEAN residents in Hongkong cannot be too careful in having their washing and mending done. Do not leave everything to that great institution "the boy." He will have your clothes taken to the handiest man he can make the best private arrangements with. It is not conducive to health to have your linen hired out by your washerman or to find your dirty clothes in the hands of a woman seated on the curbstone with the attendant mite of humanity and dirt sprawling over them.

WE are glad to hear that the personal effects of the passengers of the ill-fated *Sobraon* have been recovered. It seems, shortly after the wreck, a junk was loaded with luggage and left for the shore with two stewards on board. The men were landed safely but the junk had an important engagement elsewhere and left with 28 packages of luggage on board. These have since been found partly, every box being carefully ransacked and anything of special value removed. A traveller identifying his boxes may hope to make up for loss by finding effects belonging to some one else.

WE may expect to hear something of importance shortly from South Africa. Lord Kitchener is evidently following the same course he did before the battle of Omdurman in Egypt. Let us hope the cleaning up process will be as complete.

A CORRESPONDENT writes—I should be sorry to think that the National character is changing. The people who could receive the news of a Waterloo with a dignity befitting a great race, from all accounts went into a frenzy over the relief of Mafeking and Ladysmith. Now we hear from Australia there was more madness on the return of the troops to those shores. A wild kissing orgy evidently took place, second only to the absurdity of the reception of Lieutenant Hobson in America. It is poor comfort to think that what we ridicule so much in other nations is constantly occurring in our own.

YESTERDAY, through the courtesy of Mr. Davidson, we have an opportunity of looking through Messrs. A. S. Watson & Co.'s Acreated waterfactory at West Point. What strikes one at once is the evidently perfect system of management, no needless fuss, or confusion, everything quietly going along in a business manner. The process of manufacture is a guarantee of the purity of the waters. Everything is done automatically, nothing is handled directly by the Chinese assistants. No doubt the care exercised and well known by consumers is the secret of the firm having as many orders as they can possibly execute.

A LATER account of the supposed "Jack the Ripper," an account of whose arrest we published last night, is brought by last mail:—

LONDON, May 1st.

A great sensation has been caused by the arrest of a German, who is said to have confessed to numerous murders on the Continent. The accused, who is 26 years of age, is named Ludwig Graf, and he has been employed as foreman in railway works at Ludwigschaven, in Germany. He is charged with having committed no less than 18 murders, and it is stated that he dealt with his victims in much the same manner as "Jack the Ripper," who was notorious in London a few years ago.

Graf has confessed that he was led to commit the murders by a feeling of vengeance against woman-kind. He blames the poisonous literature which he had read for having incited him to the perpetration of the terrible crimes.

THE famous barber of Fleet-street who, under the name of Sweeney Todd, practised his art and cultivated murder at the same time, has found an imitator in a man named Bobbe, who lived in Berlin. Bobbe owned a cigar-shop, and, like Sweeney Todd, says the *P. M. Gazette*, he constructed a trap-door in the floor opposite the counter. After dropping his victim through the floor he intended to descend into the cellar, there despatch and rob his victim, and pass the body through another hole into the river. His plan was discovered before he could do any harm, and he was sent for seven years to a penitentiary. He was no sooner out of confinement than he took to making trap-doors again. He occupied some rooms in an isolated house in Berlin, and there he constructed his trap-door. This time he managed to drop the wife and two sons of the owner of the house through it, but he was caught and promptly committed suicide. Bobbe was a bungler, compared with Sweeney Todd, but he is ever so much better dead. A loathsome spider!

AT THE MAGISTRACY.

SOCIAL AMENITIES.

Chan A Tung summoned Tang Kwai Yan for assault. But Tang also summoned Chan. Simply a squabble in a disorderly house. Both bound over to keep the peace.

WELL ARMED.

Li Sam had on board his junk a blunderbuss 2 swords, 2 revolvers and 2 pistols. Fortunately he also had \$500 to pay the fine this morning.

DISCHARGED.

Two Europeans named George Nelson and Edward Power were discharged on a charge of having stolen a receipt for \$500 and trying to obtain the money by false pretences.

ANOTHER CHANCE.

The woman charged with two attempts to commit suicide was cautioned and given into the care of her sister.

Li Kwai Hing was sent to prison for six weeks for stealing a canvas cover from the s.s. *Ula*. The defendant said some coolies put it into his bucket.

DISOBEYING LAWFUL COMMAND.

Mr. J. S. Harston's chair coolie refused to go to market when ordered to do so and was fined \$7 or 14 days.

OPINION.

Four Chinamen were charged with the illegal possession of a quantity of opium. The defendant was fined \$40 or six weeks. The second and third were discharged and the fourth fined \$20 or one month.

BAD MONEY.

The first defendant in the case of selling and uttering counterfeit coin was committed for trial this morning, the second defendant was discharged. The case was brought forward by Detective Inspector Terratt, who prosecuted. Mr. Mounsey appeared for the prisoners.

THE INDO-CHINA STEAM NAVIGATION CO., LTD.

Messrs. Jardine, Matheson & Co. advise us that they have received a telegram to-day from the Head office in London of the Indo-China Steam Navigation Co., Ltd. stating that the General meeting of Shareholders will be held on the 13th instant.

The Directors propose, after allowing for depreciation on steamers etc. for the year 1900, to pay with the accounts as follows:—

To pay a final Dividend of 6% and a Bonus of 4%, making with the Interim Dividend of 4% already paid, 14% for the year.

To transfer £70,000 to General Reserve Fund.

To add £44,392 to underwriting a/c, increasing it to £200,100.

To add £4,208 to Exchange Reserve a/c, increasing it to £11,699.

To carry forward £4,155.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

JERRY BUILDING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,—I beg to thank you for publishing my letter of yesterday. To prevent misunderstanding by parties interested, I beg to say the term "Jerry Building" under which my letter was inserted is not mine, but yours.

Will you please grant me space in your paper for this.

Thanks in advance.

Yours, &c.,

JOHN LEMM, F. I. A., Architect.

Hongkong, June 7th, 1901.

THE PLAGUE.

Number of cases reported (Chinese) 1,033
up till noon of the 6th June, 1901 (Other Asiatics) 30
Number of cases reported (Chinese) 14
during the past 24 hours (Other Asiatics) 22

Total number of cases reported to date 1,092

Number of deaths reported (Chinese) 983
up till noon of the 6th June, 1901 (Other Asiatics) 20
Number of deaths reported (Chinese) 19
during the past 24 hours (Other Asiatics) 0

Total number of deaths recorded to date 1,027

Since noon on Saturday last the cases and deaths are:—

Cases Chinese 127
Other Asiatics 8
European 1

Total 136

Deaths Chinese 127
Other Asiatics 4
European 0

Total 131

The plague returns for last week were:—
Cases 215
Deaths 207

The returns for 1st June, 1894, were:—
Total deaths to date 1,112
New cases in previous 24 hours 69
Deaths in previous 24 hours 107
Patients under treatment 230

Chun Yet, engineer from the s.s. *Haiching*, was removed to Kennedy Town Hospital yesterday suffering from plague.

We learn that Mrs. Varcoe, of 3 Wild Dell, has been certified to the suffering from plague and will be removed to the Kennedy Town Hospital, together with her little boy, whose case we have already reported.

The many friends of Mr. Agostini will be glad to hear of his convalescence. He is progressing so favourably under the treatment of Dr. Thompson that he should be out of hospital in a few days.

We hear from a reliable source that whereas the ordinary death rate in Canton is between 200 and 300, at the present time between 1,000 and 1,200 bodies are passing daily out of the West Gate.

Is this partly attributable to the exodus of plague patients going on from Hongkong, or is the prevalence of the plague in Victoria due to the state of things in Canton?

At about nine o'clock this morning a Chinaman turned up at the Ferry Wharf at Kowloon and wanted to cross by the ferry. As he appeared to be seriously ill, the man in charge of the ticket office refused to let him go aboard the launch. A few minutes later, the man, who had seated himself on the ground alongside the richies shed, died. It was a case of plague. The coolie shed and the spot where the man died have been deluged with disinfectants. It is by no means pleasant to know that one's servants may be rubbing shoulders on the Ferry with men in the last stage of this horrible disease and we are pleased to see that the Ferry Company's officials are doing their best to prevent suspicious persons travelling by their boats.

GERMAN SHOT IN PEKING.

PEKING, May 27th. A deplorable shooting accident occurred yesterday afternoon, about four o'clock. An American sentry was posted at the Legation street bridge (only a few feet from the U. S. Legation) with strict orders to stop all horses or vehicles of any kind from coming past him, as that portion of the road is at present under repairs, and the work has been much delayed by soldiers persisting in riding or driving past. A German Marine then came, with a cart, and was called on by the U. S. sentry to halt. This the German fairly refused to do, so the sentry had no alternative but to fire. He fired his rifle, not with any idea of hurting the German, but as a warning. Unfortunately the bullet glanced off the wall of the bridge and sped along the other part of Legation Street, penetrating the leg of the sentry at the German Legation. The wound is not serious. —*New Press special.*

INCREASED SHIPPING FACILITIES AT SHANGHAI.

The *Ostasiatische Lloyd* says:—

We have already announced that a Committee of the Diplomatic Corps, consisting of the representatives of Germany, England, France, and the United States, had been appointed to consider the question of the Whangpoo river. We now learn that the basis of these negotiations is formed by a report of Mr. Franzluis, of Bremen, one of the greatest authorities on river conservancy. This report has been made through the investigation of the Norddeutscher Lloyd. According to this the navigation of the Whangpoo below Shanghai could be so much improved at a cost of Tls. 4,000,000, that vessels drawing 23 feet of water (the largest modern mail and freight steamers) could reach Shanghai without the slightest difficulty. The German Government after having considered the matter on the basis of the above-mentioned report, has ordered their representative in Peking to take action in the matter during the peace negotiations, in conjunction with the British and French Ministers. These Ministers have also received similar instructions from their government, after the P. O. S. N. Co. and the Messageries Maritimes had requested their governments to intercede for them. It is now intended that the improvements and later on the necessary conservancy of the Whangpoo River, will be entrusted to the European Powers interested, or to an international Committee appointed by them. The cost of the work is to be borne according to the proposals of the three above-named steamship lines by the I. M. Customs.

Part of plant examined.

Where grown: Mainland 870, 110, 218, 421, 574, 649
Peas, whole plant: Canada 250, 110, 230, 381, 574, 649
Sunflower heads: Canada 250, 110, 230, 381, 574, 649
Stalks: Canada 250, 110, 230, 381, 574, 649

Black-eye peas

727, 114, 170, 209, 318, 361

It will be seen that the plant possesses a high content of nutritious constituents, and since it is easily grown it should become an article of more general cultivation. It appears that no sunflower oil is made in America, several attempts to express the oil giving very poor yields in the hands of oil makers. It is now pointed out that the poor yield is due to the great absorptive power of the seed husk, which should be carefully removed before expression of the oil is attempted. —*Imperial Institute Journal.*

GREAT FIRE IN SHANGHAI.

LARGE NUMBER OF HOUSES BURNT IN YANGTSPOO ROAD.

SHANGHAI, June 1st.

At 2.15 this morning fire broke out in a row of 30 or 40 new houses on Yangtsipo Road, near the Aquarium works. When we went to press, the whole bunch seemed to be in a blaze, and probably all would be destroyed. —*New Press.*

BOAT-RACING AT SHANGHAI.

TROPICAL DISEASES.

PRIZE ESSAYS.

The following from the last number of *The Journal of Tropical Medicine* should interest Hongkong medical men.

PRIZE ESSAYS ON SUBJECTS CONNECTED WITH TROPICAL DISEASES.

Conditions.

1.—A Prize of the value of £10 entitled the Siverwright Prize, presented by Sir James Siverwright, K.C.M.G., will be given for the best article on

"The duration of the latency of Malaria after primary infection, as proved by tertian or quartan periodicity or demonstration of the parasite in the blood."

2.—A Prize of the value of £10 entitled the Bellios Prize, presented by the Hon. E. R. Bellios, C.M.G., will be given for the best article on

"The Spread of Plague from rat to rat, and from rat to man by the rat flea."

To be substantiated by experimental proof. The papers to be sent to the Editors of *The Journal of Tropical Medicine*, 83-89, Great Titchfield Street, London, W., by December 1st, 1901.

All papers sent in become the property of the Journal, and will be published as the Editors decide.

The competition is open to qualified medical practitioners of all denominations and every nationality.

The papers may be written in English, French, German, Italian or Spanish.

The names of the prize winners will be announced in January, 1902, in the public press and in the medical journals.

The judges are—

Surgeon-General Roe Hooper, C.S.I., President Medical Board, India Office.

Colonel Kenneth MacLeod, L.D.S., Professor of Clinical and Military Medicine, Netley.

Patrick Manson, C.M.G., F.R.S., L.D.S., Medical Adviser, Colonial Office and Crown Agents of Colonies.

27 PIRATES EXECUTED AT CHEFOO.

(Special telegram to *China Gazette*.)

CHEFOO, June 1st. We have been having wireless executives of pirates this week. The other day the little Chinese gunboat *Chinkai*, which has only two muzzles loaded guns on board, tackled and captured four piratical junks just outside, bringing back nearly thirty desperadoes of whom 27 were executed on the jetty and two days later 18 of their companions, followed them across the straits. It was a ghastly affair owing to the unusual clumsiness of the executioner, who had literally to saw off more than one wretched victim's head, and in some cases when he made his stroke at the victim's neck he only succeeded, so poor was his skill, in taking "a little bit off the top" of the wretch's cranium. Such a scene of hacking and chopping has not been seen here for many years. And this is the country in which the great I. G. would hand all foreigners over to Chinese jurisdiction and subject them to Chinese law! Ough, it gives one the jumps!

TRADE OF SOUTH-EAST ASIA.

A valuable report on the trade and shipping of South-East Asia has been recently issued by the Commercial, Labour and Statistical Department of the Board of Trade. It has been compiled by Mr. T. Worthington from various official documents, and is prefaced by an admirable sketch map. The report deals with the trade of French Indo-China, Siam, the Straits Settlements and the British and Dutch possessions in the East Indies. With regard to the trade of the United Kingdom with the countries of South-East Asia it is shown that the total value of the merchandise imported from them into the country in the years 1895-1899 varied from four-and-a-half millions and six-and-a-half millions sterling annually, whilst the exports to the same countries from the United Kingdom showed a steady increase in value from £4,373,000 in 1895 to £5,356,000 in 1899. The growth in the import trade is chiefly due to increased exports from the Straits Settlements; these were valued at £3,868,000 in 1899, as against an average of £4,335,000 for the four previous years. The increased value of the export trade of the United Kingdom with these countries is due likewise partly to increased shipments to the Straits Settlements (£2,665,000 in 1899, as compared with an average of £2,365,000 for the previous four years) and also to a growing trade with the Dutch East Indies, the exports to which islands were valued at only £1,080,000 in 1895 but rose to £2,423,000 in 1899. The decreased value of imports from the Dutch East Indies, may be said to be entirely due to smaller shipments of sugar, the value of these shipments having been only £88,000 in 1899, as compared with £206,000 in 1895. Cotton-piece goods and other textiles, metals and manufactures thereof, machinery, and coal and coke are the staple articles of export from the United Kingdom to South-East Asia. These countries send us, in return, tin, cinchona, gutta percha, sago, spices of all kinds, dye-stuffs, and preserved fruit, and, to a lesser extent, rice, mother-of-pearl shells, sugar, and other tropical produce.

Of the French possessions, Cochinchina is stated to be the most prosperous; its revenue is sufficient to provide for all the expenses of government, to maintain a native regiment, to repay the mother-country the cost of conquest, and to bear its share of the expenses of the new Laotian colony. Indo-China, as a whole, is the great exporting region of rice, the principal markets being points on the fertile delta of the Mekong, Menam, and Irrawaddy, i.e., Saigon, in Cochinchina, Bangkok, in Siam, and Rangoon, in Lower Burma. The quantity of rice annually exported from Cochinchina amounts to about 700,000 tons, the greater part of which goes to Japan, but some also to Europe, and the export duty levied on rice is one of the chief sources of revenue. Cochinchina holds this advantage over Tonkin, that it is not so over-populated; but it contains a population numerous enough to cultivate its fields, though not so dense as to monopolise all its produce. Much land, moreover, is still uncultivated and the rice trade, which has already largely increased, is said to have a good future before it. Rice, indeed, is the staple article of export from Saigon, though other articles of tropical growth have been cultivated, that of pepper with especially good results. The great trade centre and the principal rice-buffing factories are situated at Cholon, a town with a population of about 122,000, almost entirely Chinese (only 160 Europeans in 1898), about five kilometres from Saigon. Cholon is connected with Saigon by a waterway always crowded with barges and sampans, and by two steam-tramways. It is also a station on the Saigon-Mytho railway, the only line in Cochinchina about 70 kilometres in length, the receipts of which amounted to £11,440, in 1896, against an expenditure of £10,680, a profit the insignificance of which may be accounted for by the competition of transport by water on branches of the Mekong and on the various canals connecting Saigon with that river.

The account of Tonkin gives a favourable impression. Mr. Leroy-Beaulieu calls attention to the fact that the Chinese provinces

which border on Tonkin, viz., Yunnan, Kwangsi, and part of Kwangtung, are the poorest of the whole Empire, very mountainous, inhabited in great part by very primitive aboriginal tribes, and devastated and depopulated in addition by the Mohammedan risings of the middle part of the last century. According to statistics based on the best possible information, Kwangsi has 3,151,000 inhabitants of 16 to the square kilometre; and Yunnan 1,721,000, or 43 to the square kilometre; while the whole Chinese Empire has a density of population of about 120 inhabitants to the square kilometre. The markets to be reached would therefore appear to be poor and below the average for China; and there should also be taken into consideration the competition, as regards Kwangsi, at any rate, brought about by the easy route of the West River, which empties itself into the sea near Hongkong, and which has been opened to trade. Nanning, further up stream, has also been added to the list of treaty ports, and the junks of Canton can now ascend nearly to Lungchow, the proposed terminus of the French railway line from Langson.

The whole of Indo-China seems to offer favourable opportunities for the cultivation of rubber. "Already many colonies have embarked in that industry. In 1883, M. Josse, Inspector of Agriculture, experimented with the *Hevea Brasiliensis* or Para-rubber, and also introduced as *Ceara*, and this attempt seems to be successful. Others interested in the development of Indo-China have also established some plantations, which begin to give good results. It is thought that a great future belongs to the industry, especially if the colonists select the best kinds of indiarubber plants, the produce of which may afterwards bring them very good prices in the European market."

In the Siam portion of the report there will be found a mass of useful information. Hitherto the British trader has been predominant amongst Europeans in the market of that country, owing mainly to the cheapness of the goods offered. The native will have his goods cheap, and it is surprising that in Northern Siam Great Britain can surpass continental competitors in the matter of low prices. A Swiss firm established in Chienmai finds that England can supply many things cheaper even than Germany, and the bulk of the firm's imports, such as cotton prints and cotton twist and yarn, whisky, and gin, towels, tinware, hardware, hosiery and saddlery, and shoes, are of English manufacture. In prints England is unrivalled, and nothing from any other country can undersell the products of Manchester. In twist and yarn too, she still holds the first place; but imports from India are increasing. An official report of the Belgian Consul, published as long ago as the year 1897, he says:—"Above all, there is the essential condition which should be impressed upon all who have, or wish to have, dealings with Siam, viz., the absolute necessity of knowing the English language. English is the language spoken at Bangkok in all commercial and social relations; these who cannot write and speak English fluently should not go to Siam."

In the Straits Settlements the British merchant appears to have held his own and more, though the figures given are rather belated, referring to the trade of 1899. Comparing the United Kingdom as provider with the Continent and the United States, it appears that the Mother Country, when her telegraph materials are excluded, increased her trade by 351 per cent. in value, the Continent by about 142 per cent., while the United States shows a fairly substantial increase; but it is possible that full justice is not done to the last-named country, goods coming occasionally from Hongkong, and even from the United Kingdom, which are of American production.

The resources, developed and undeveloped, of the Dutch East Indies make a varied assortment, including silk worms, pearls, teak, petroleum, coal, gold, and, apparently, diamonds. The following extract concerning the last-named commodity is especially interesting:—"A recent number of the *Straits Budget* says that in Dutch Borneo, at Martapura, some diamond fields are coming into notice. They are held by the Borneo Mining Company. This company had some years back, made an agreement with the De Beers Company, which works the Kimberley diamond fields, that the Borneo fields should not be worked. As compensation, the De Beers Company paid to the Borneo Mining Company a fixed sum yearly. As Cape diamonds stand below the Borneo ones in fineness and colour, the bargain was advantageous to the De Beers Company. The term of the agreement has now run out, and the working of these Borneo diamond fields has begun."—*Imp. Inst. Journal*.

THE ACADEMY.

In the Royal Academy Exhibition this year there are no pictures having reference to scenes or incidents in the Far East. The exhibition is, nevertheless, a remarkable one in many ways than one. It is notable for the dignified and touching manner in which the national sorrow is re-echoed within its walls. It is proclaimed with thrilling solemnity in the principal room, where we find in the place of honour, flanked in oak and surrounded by mourning draperies of sable and purple, the magnificent portrait of Her late Majesty Queen Victoria by Mr. Benjamin Constant. Glancing through the archway at the end of the saloon, the theme is once more taken up by the Manchester Memorial in marble and bronze by Her late Majesty Queen Victoria by Mr. E. Onslow Ford. Again, with scarcely moving from our position in front of the wonderful portrait of the great Queen and Empress, and directing our attention to Gallery IV., we do find the sad and direful tragedy rendered with exquisite feeling and refined tenderness in the picture "Passing of a Great Queen," by Mr. W. L. Wyllie, and in the finely-grouped, mournfully realistic "Second of February, 1901," by Mr. John Charlton. The collection is, moreover, distinguished by being smaller than usual—which is undoubtedly a step in the right direction—the number of exhibits being 235 less than last year; and in the fact that so many of the pictures are absolutely up-to-date. We have a characteristic picture from the President, another from Sir Lawrence Alma-Tadema, together with a portrait which he has evidently painted with much enjoyment; a good work of Mr. J. W. Waterhouse, abundant signs of Mr. Hook's vitality, two choice little picture portraits and some portraits by Mr. Herkomer, one of them a studio-scene painted with extreme vivacity; much that is interesting from Mr. Shannon, Mr. La Thangue, and Mr. Edward Scott, and to end with the most striking of all, many portraits and groups and important experiments in sculpture from the hand of Mr. Sargent. In pure landscape there are an abundance of pictures by Messrs. MacWitter, David Murray, Leader, Davis, Alfred Parsons, Alfred East, &c. On the whole, it is a good Academy. In three different ways, at least, this summer's exhibition at Burlington House distinguishes itself as above the average. The sculpture and metal handicraft are better than they have ever been before. The portraits generally are conceived on a higher plane, in a more imaginative spirit, and are better painted than is common; and the contributions by unknown or hitherto little-known artists are in some cases a surprise, and in many a pleasure. These are the three dominating notes of the Academy of 1901.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

The Directors have much pleasure in submitting to the Shareholders their Thirty-ninth Annual Report, with the Audited Accounts.

FIRE DEPARTMENT.

The Net Premiums for 1900 amounted to £1,412,030, being an increase of £262,336 as compared with the year 1899, and the losses paid and outstanding to £717,748, or 50.4 per cent. of the Premium Income.

From the Profits of this Department the sum of £150,000 has been appropriated to the payment of the purchase of the "Palatine" business, and a further sum of £50,000 has been carried to Profit and Loss, and after providing for outstanding Losses the Fire Fund stands at £1,318,099 as against £1,255,739 at the same time last year.

LIFE DEPARTMENT.

The New Business of the year consisted of 775 Policies assuring £575,651, while the New Premiums included in the Account amounted in gross to £24,612.

The claims by death, £148,082, were within the amount expected.

The transactions of the year resulted in a Surplus of £120,861, and increased the Life Assurance Fund to £2,319,924.

MARINE DEPARTMENT.

The Net Premiums received were £229,239, and the Net Losses paid and outstanding amounted to £116,443.

From the Profits of this Department the sum of £70,000 has been carried to Profit and Loss, and after providing for outstanding Losses the Marine Fund stands at £374,095.

ACCIDENT DEPARTMENT.

The Net Premiums received amounted to £28,968, and the Losses paid and outstanding to £7,248.

PROFIT AND LOSS.

This account has been closed, with a balance of £156,022.19.4

and out of that amount the Directors recommend:—

(a) The payment of a Dividend of Twenty Shillings per Share (free of Income Tax), making, with the Interim Dividend of Fifteen Shillings per Share paid in November last, 35 per cent. for the year 1900..... 50,000.00

(b) The provision for an Interim Dividend on account of the year 1901, of Fifteen Shillings per Share to be paid on the 1st November next, all transactions leaving a balance to be carried forward of..... 37,500.00

£156,022.19.4

In conformity with the authority given by the Shareholders, upon application to the Court, the powers of the Company were extended on the 23rd July, 1900, and the Directors were thereby enabled to make absolute the Provisional Agreement which had then been entered into with the Palatine Insurance Company of Manchester for the acquisition not only of their Fire Business, but also of the Accident and kindred businesses of that Company.

In accordance with that Agreement the sum of £220,000 "Palatine Four per Cent. Terminable Debenture Stock" has been allotted to the Shareholders of the Palatine Company, and from the 15th August, 1900, all transactions in connection with the business acquired and liabilities assumed are included in the Accounts now presented.

The Directors, report with much regret the death of their esteemed colleague Mr. Paragouva G. Sechiari, who had been associated with the Company during the past 20 years. They have also to report that the following gentlemen have been elected to seats on the Board:—Mr. Falconer Lewis Wallace (of the Firm of Wallace Bros.); Sir Thomas Brooke, Bart. (formerly Chairman of the Palatine Company); and Mr. W. J. Thompson, Jun. (of the Firm of W. J. & H. Thompson, also a former Director of the Palatine Company).

The following Directors retire this year by rotation:—Messrs. Colman, Barclay, Campbell, Guthrie, M.P., General Sir Henry W. Norman, G.C.B., Messrs. Rudd and Trower, and, being eligible, they will be proposed for re-election.

Messrs. Mackenzie, Moore, F.C.A., and Fairbairn, C.A., again offer their services as Auditors.

By Order of the Board, HENRY MANN, Secretary.

London, April, 16th 1901.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years observations to 1898.

Barometer..... 29.754
Thermometer..... 80
Humidity..... 83.0
Rainfall..... 16.496

TO-DAY.

WEATHER REPORT.

On date at 4 p.m. On date at 4 p.m.
Barometer..... 29.70 29.63
Temperature..... 80 84
Humidity..... 90 75
Rainfall..... 0.05 —

TO-DAY.

Friday, 7th June, 1901.

Chinese—First of 4th moon of 27th year of Kwang-su.

Sun—Rises..... 6hr. 6min.
Sets..... 5hr. 55min.

High water—Morning..... 1hr. 4min.
Evening..... 5hr. 37min.

Low water—Morning..... 6hr. 37min.
Evening..... 6hr. 37min.

ANNIVERSARIES.

1329—Robert Bruce died.

1832—First Reform Bill passed.

1840—Death of Frederick William III. King of Prussia.

1841—Hongkong declared a free port.

1855—Capture of the Mamelon by the French.

1858—Loss of the British ship *Tricolor* on Pratas Shoal.

1877—First Chinese civil marriage at Registrar General's Office, Hongkong.

1891—Attempted anti-foreign riot at Kiukiang.

1896—Defeat of the Derwishes at Firket.

1899—Archdeacon Warren met with a fatal accident at Fukuyama.

1900—Trouble in the North: all Communications between Tientsin and Peking stopped.

TO-MORROW.

Saturday, 8th June, 1901.

Chinese—22nd of 4th moon of 27th year of Kwang-su.

Sun—Rises..... 5hr. 16min.
Sets..... 6hr. 41min.

High water—Morning..... 1hr. 4min.
Evening..... 5hr. 37min.
Low water—Morning..... 6hr. 37min.
Evening..... 6hr. 37min.

ANNIVERSARIES.

1867—The Emperor and Empress of Austria crowned King and Queen of Hungary.

1873—Alexandra Palace burnt.

1891—Destruction of mission at Wusuch by anti-foreign mob.

1898—American troops under Major-General Shafter leave Tacoma for Cuba.

1899—Telegram received in Washington from Otis stating disagreement with Schurman 30,000 troops needed for Philippines as garrison.

1900—Flight of Mr. Kruger.

AGENDA.

TO-MORROW.

Noon—P. & O. Co.'s steamer *Coromandel* with mails calls for Europe.

Noon—1. C. S. N. steamer *Yuen-sang* leaves for Manila.

3 p.m.—1. C. S. N. steamer *Chelydra* leaves for Indian Ports.

SUNDAY, 9th.

Daylight—O. S. K. Co.'s steamer *Daijin Maru* leaves for Coast Ports.

Cargo ex *Jura* subject to rent.

MONDAY, 10th.

4 p.m.—N. Y. K. steamer *Kaga Maru* leaves for Victoria B.C. and Seattle U.S.A. via Shanghai, etc.

Cargo ex *Ching-wo* subject to rent.

2.30 p.m.—Public Auction by Messrs. Hughes & Hough at No. 17 Des Voeux Rd.

TUESDAY, 11th.

5.30 p.m.—Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion.

Noon—T. K. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai, etc.

Cargo ex *Kanagawa Maru* subject to rent.

WEDNESDAY, 12th.

Daylight—The O. S. K. Co.'s steamer *Anping Maru* leaves for Amoy, via Swatow and Amoy.

Cargo ex *Chusan* subject to rent.

THURSDAY, 13th.

Noon—N. D. L. steamer *Hamburg* with mails etc., leaves for Southampton.

SATURDAY, 15th.

A. L. S. N. Co.'s steamer *India* leaves for Fiume and Trieste.

WEDNESDAY, 19th.

Daylight—The O. S. K. Co.'s steamer *Anping Maru* leaves for Coast Ports.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave. Friends will much oblige by giving this information:—

May 29th.

Captain W. Blake, from home leave, resumes command of the *Kiangping*.

Captain Jenkins has been appointed in command of the *s.s. Chuan Shan*.

Mr. J. D. Jenkins has been appointed chief officer of the *s.s. Chuan Shan*.

Mr. W. Merry, second engineer of the *s.s. Chuan Shan*, has resigned.

Mr. W. Anderson, 3rd engineer of the *s.s. Chuan Shan* has been promoted to 2nd engineer, vice Mr. Merry, resigned.

June 3rd.

Mr. J. McGinty, Chief Officer of the *Esmeralda* has been promoted to Captain of that vessel.

Mr. P. G. Ashton, Second Officer of the *Perla* has been promoted to Chief Officer.

Mr. P. Skiljan, Third Officer of the *Perla*, has been promoted to Second Officer.

Mr. G. A. Morse has been appointed Third Officer of the *Perla*.

June 4th.

Mr. E. B. Hankey, Chief Engineer, *s.s. Woosung*, has been transferred to *s.s. Chiofo*.

Mr. McGavin, Chief Engineer, *s.s. Chiofo*, has been transferred to *s.s. Woosung*.

Mr. T. A. Kyle, chief officer, *Hoihow*, is transferred to the *Neuchuang*.

Mr. J. Harris, and officer, *Pekin*, is transferred to the *Neuchuang*.

Mr. P. Callen, and officer, *Neuchuang*, is on leave.

Captain W. McClure, late *Pechili*, is transferred to the *Leontine*.

Mr. J. R. Hynes has gone 3rd officer, *Taiyang*.

Mr. F. Davis, supernumerary 2nd officer, *Wanang*, has gone and officer, *Kingsing*.

Mr. H. Good, chief engineer, *Eldorado*, is transferred to the *Etang*.

Mr. A. Spiers, acting chief engineer, *Etang*, is awaiting orders.

Mr. D. E. McIntyre, 2nd engineer, *Wuchang*, is transferred acting chief engineer, *Hangchow*.

Mr. J. W. Williams, acting chief engineer, *Hangchow*, is on leave.

Mr. W. Thomson, 2nd officer, *Kalgan*, has gone chief officer, *Hoihow*.

Mr. E. L. Jones, and officer, *Pekin*, is transferred to the *Kalgan*.

Captain W. J. Miller, *Fasting*, is on leave.

Captain P. Garrick, from leave, has gone in command of the *Neuchuang*.

Mr. Shane has gone and officer, *Szechuen*.

Mr. L. Lennox, 2nd officer, *Pekin*, is transferred to the *Kwelling*.

Mr. H. O. Pritchard, 2nd officer, *Kwelling*, is on shore.

June 7th.

Captain Blackland has been appointed to the *Perla*.

Captain McGinty has been transferred from the *Perla* to the *Esmeralda*.

J. Williamson has been promoted 2nd engineer of the *Esmeralda*.

I. Clark has been appointed 3rd engineer of the *Diamante*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Peru*) 9th instant.

Indian (*Lightning*) 11th instant.

German (*Kiautschou*) 11th instant.

Canadian (*Empress of India*) 11th instant.

American (*Coptic*) 18th instant.

The N. Y. K. steamer *Sh*

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGA MARU J. W. Ekstrand	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June, at 4 P.M.
SHINANO MARU J. E. P. Cook	MARSEILLES, LONDON & BAR- ROW, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, at Daylight
KAGOSHIMA MARU K. Kori	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon
SADO MARU W. Thompson	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight
YAWATA MARU A. E. Moses	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 21st June, at Noon
MUKU MARU M. Yagi	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon
HITACHI MARU G. Anderson	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 28th June, at Daylight
ROSETTA MARU N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 4th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Tuesday, 11th June, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Thursday, 4th July, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono- lulu)	Tuesday, 30th July, at Noon.

THE Twin Screw Steamship

"NIPPON MARU,"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA and HONOLULU, on
TUESDAY, the 11th June, at Noon, taking
Freight and Passengers for Japan, the United
States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP
COMPANY.Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"
"KNIGHT COMPANION,"
betweenHONGKONG and PORTLAND (Or.),
Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

The Steamship

"INDRAVELL,"
will be despatched for PORTLAND (Or.)
on TUESDAY, the 18th instant.Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.For through Rates of Freight and further
Information communicate with, or apply to
ALLAN CAMERON,
General Agent,
or toSHEWAN, TOMES & CO.,
Hongkong, 5th June, 1901.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.

THE P.M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONO-
LULU, on TUESDAY, the 18th instant, at Noon, taking Freight for Japan, the United States,
and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAIL-
WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the
regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between
SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting
Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members
of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials
located in Asia, and to European Officials in the Service of the Governments of China and
Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are
conferred and will apply only to Missionaries, Members of the Naval and Military Services,
and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full
first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-
embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from
the United States, Canada or Europe, to a port of call in Japan or China and re-embark at
such port of call for return voyage at any time within twelve months will be allowed a reduction
of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway,
to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by
the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

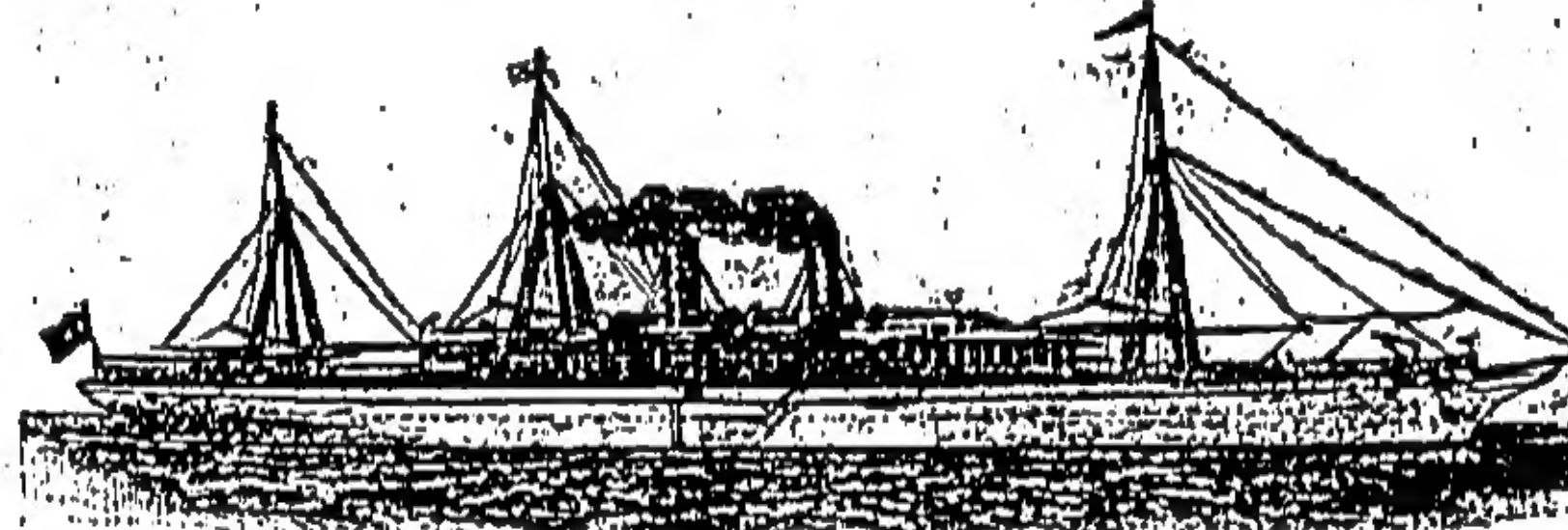
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold
or over) destined to Points beyond San Francisco, in the United States, should be sent to the
Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value
is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Com-
panies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 1st June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 26th June.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th July.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 7th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITTENBERG Hempel	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO)	12th June } Freight.
NUERNBERG Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE)	25th June } Freight.
SAMBIA Schmidt	HAVRE and HAMBURG. (Calling at SINGAPORE)	25th July } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 1st June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
MOJI	"TIENSIN"	7th instant.
SHANGHAI	"WOOSUNG"	10th instant.
MANILA	"CHANGSHA"	10th June.
MART DARWIN, THURSDAY ISLAND, PORT DARWIN, TOWNSVILLE, BRIS- BANE, SYDNEY, LAUNCESTON and MELBOURNE	"CHANGSHA"	10th June.

* The Attention of Passengers is directed to the Superior Accommodation offered by
these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is
carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th June, 1901.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL	"GLAUCUS"	11th June.
" "	"ALCIBIUS"	14th June.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON	"DARDANUS"	11th June.
" "	"MACHAON"	25th June.
LIVERPOOL (DIRECT)	"PROMETHEUS"	9th July.
(Taking Cargo at LONDON RATES)	"RHEIUS"	10th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 4th June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW & AMOY.
THE Company's Steamship"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the
above Ports, on SUNDAY, the 9th instant.For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 3rd June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR ANPING VIA SWATOW AND AMOY.
THE Company's Steamship"MAIDZURU MARU,"
Captain K. Suzuki, will be despatched for the
above Ports, on WEDNESDAY, the 12th June.For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 21st May, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUEZ, PORT SAID,
FUME AND TRIESTE.(Taking Cargo at through Rates to the BRAZILS,
to SOUTH AFRICA, MADRAS, RED SEA,
BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"INDIA,"
Captain Ghezzi, will be despatched as above
on SATURDAY, the 15th instant, P.M.For Information as to Freight, apply to
SANDER, WELER & Co.,
Agents.

Hongkong, 4th June, 1901.

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO AND
SAN FRANCISCO.VIA SHANGHAI, INLAND SEA OF
JAPAN AND HONOLULU.Taking Cargo and Passengers to JAPAN PORTS,
and HONOLULU, The UNITED STATES, &c.

Belgian King. [3,379] about June 20

THE Steamship

"BELGIAN KING,"
will be despatched for SAN DIEGO and SAN
FRANCISCO, via MOJI, KOBE, YOKO-
HAMA and HONOLULU, on or about
the 20th June.Through Bills of Lading issued to any point
in the United States.Cargo will be received on board until 5 P.M.
the day previous to sailing. Parcel packages
will be received at the OFFICE until the same
time. All parcels should be marked to address
in full. Value of same is required.Consular Invoices, to accompany cargo de-
stined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.For further Information as to Freight or
Passage, apply toBUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"
Captain Warner, will be despatched for the
above Port, on or about the 20th June, 1901.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 18th May, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"GLENGARRY,"
Captain J. S. Stevenson, will be despatched as
above on FRIDAY, the 28th June.For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 29th May, 1901.

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"
Captain J. S. Stevenson, will be despatched for the above
Port, on or about the 1st August.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 15th May, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR MANILA.
THE Company's Steamship"YUENSANG,"
Captain Rolfe, will be despatched as above
TO-MORROW, the 8th instant, at Noon.This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light and carries a Doctor.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th June, 1901.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"CHELYDRA,"
Captain Cox, will be despatched as above
TO-MORROW, the 8th instant, at 3 P.M.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 4th June, 1901.

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR FOCHOW VIA SWATOW AND
AMOY.

THE Company's Steamship

"ANPING MARU,"
Captain S. Atsumi, will be despatched for the
above Port, on WEDNESDAY, the 19th instant,
at Daylight.For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 6th June, 1901.

UNITED STATES and CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"
Captain J. S. Stevenson, will be despatched as above
on or about the 25th June.For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 16th May, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through Cargo
to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AIRLIE,"
Captain St. John George, will be despatched as
above on THURSDAY, the 27th instant, at
4 P.M.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with the
Electric Light.A Stewardess and a duly-qualified Surgeon
are carried.N.B.—Return Tickets issued by this Com-
pany to and from AUSTRALIA, are available for
return by the Steamers of the CHINA NAVI-
GATION COMPANY and vice versa.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th June, 1901.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MEX-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

SOLE AGENTS FOR

The Share Market.

LATEST QUOTATIONS.

(June 7th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	38 1/2 % premium
The Bank of China & Japan, Limited	£ 5	Nominal
The Bank of China & Japan, Limited (Ordinary)	£ 4	1/2
The Bank of China & Japan, Limited (Deferred)	£ 1	1/2 5/8 buyers
National Bank of China, Ltd.	£ 8	1/2 5/8 buyers
Marine Insurance Co., Ltd.	£ 1	1/2 5/8 sellers
Union Ins. Society of Canton, Ltd.	\$ 50	\$340 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$360 buyers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yantai Ins. Assoc.	£ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$380 sellers
Strait Ins. Co., Ltd.	\$ 20	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$355 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$37 sellers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$34 1/2 buyers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$136
China & Manchuria S.S. Co., Ltd.	\$ 50	\$62 sales
Douglas Steamship Co., Ltd.	\$ 40	\$52 sales
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 10	\$12 buyers
China Mutual S. N. Co., Ltd. (Ord.)	£ 3	\$7 buyers
Star Ferry Co., Ltd.	\$ 10	\$28 buyers
"Shell" Transport & Trading Co., Ltd.	£ 1	\$3 sellers
Roadways.		
China Sugar Refining Co., Ltd.	\$100	\$137
Luzon Sugar Refining Co., Ltd.	\$100	\$38 sellers
Mining.		
Punjab Mining Co., Ltd.	\$ 9	\$72 sellers
Punjab Mining Preference Shares	\$ 1	\$120
Société Française des Charbonnages du Tonkin	£ 25	\$325
Queen Mines, Ltd.	25 cts.	cents sales
Leblond Mining and Trading Co., Ltd.	\$ 5	\$35 buyers
Ramp, Allan & Co. Mining Co., Ltd.	18s. 10d.	\$19 sellers
Oliver & Frechold Mines, Ltd. B.	\$ 5	\$14 sellers
Oliver & Frechold Mines, Ltd. B.	\$ 5	\$14 sellers
Docks, Wharves and Godowns.	\$ 50	\$327 sales
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	\$305 sellers
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$305 sellers
Wanchai Warehouse & Storage Co., Ltd.	\$ 37 1/2	\$404
New Amoy Dock Co., Ltd.	\$ 64	\$224 buyers
Land, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.	10	\$94 buyers
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$199 buyers
Kowloon Land and Building Co., Ltd.	\$ 30	\$29 sales
H'kong Hotel Co., Ltd.	\$ 50	\$35 sellers
Oriental Hotel Co., Ltd.	\$ 50	\$30 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$134 sales
Cotton Mills.		
Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$8
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 sellers
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 40 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 50 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Oil Companies.		
Alhambra, Limited	\$500	300 % p. sales
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$50
Green Island Cement Co., Ltd.		
China-Borneo Co., Ltd.	\$ 10	\$19 buyers
A. S. Watson & Co., Limited	\$ 10	\$15 sellers
Watkins, Limited	\$ 10	\$16 sellers
Hongkong Electric Co., Limited	\$ 10	\$124 buyers
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$135 buyers
Hongkong Rops Manufacturing Co., Ltd.	\$ 50	\$165 buyers
Geo. Fenwick & Co., Ltd.	\$ 25	\$35 sellers
H'kong Ice Co., Ltd.	\$ 25	\$175 buyers
H'kong High Level Tramways Co., Ltd.	\$100	\$225 buyers
Dairy Farm Co., Ltd.	\$ 6	\$74 buyers
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 sales
Campbell, Munro and Co., Ltd.	\$ 10	\$20
Bell's Asbestos & Cement Works, Ltd.	£ 1	\$110
United Asbestos & Cement Works, Ltd.	\$ 4	\$114 sellers
Tobacco Planting Co., Ltd.	\$ 5	\$3 sellers
Universities Trading Co., Ltd.	\$ 20	\$20 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$7
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$50

VISITORS AT THE HONGKONG HOTEL.

Andrews, Mr. D. A.	Innes, Capt.
Angus, Mr. E. N.	Irving, Mr. E. N.
Arnold, Mr. H.	Johansen, Mr. and Mrs.
Auld, Mr. J. S.	Jordan, Mr. and Mrs. J.
Briley, Mr. W. S.	N. J.
Beacom, Mr. J. H.	Joseph, Mr. & Mrs. E. S.
Bea, Mr. E. H.	Kanno, Mr. K.
Bell, Mr. and Mrs. O.	Katsch, Mr. E. A.
M. D.	Kieck, Mr. and Mrs. F.
Benjamin, Mr. David	Kieck, Mr. A.
Beringer, Mr. F. J. G.	King, Maj. H. S., R.E.
Black, Mr. J.	King, Mr. C. L.
Brandreth, R.N., Lt.	Kirkwood, Mr. J.
Mrs.	Konyuska, Mr.
Brooks, Major & Mrs.	Levi, Mr. P. S.
J. C.	Littledale, R.E., Major
Brown, R.E., Major W.	R. P.
Brown, Mr. J.	Long, Mr. & Mrs. D. M.
Brown, Mr. J.	Macdonald, Mr. D.
Burnie, Mr. C. M. G.	Macdonald, Mr. D.
Bustow, Mr. R.	Marlow, Mr.
Cameron, Mr. D. H.	Money, Mr. R. J.
Charlton, The Hon.	Muehler, Mr. E.
Mrs.	Palmer, Mr. and Mrs.
Clark, Dr. & Mrs. F.	G. G. Palmer & child
Clarke, Mr. W. G.	Parfitt, Mr. W.
Cochrane, Mr. H. C.	Pascual, Mr. C.
Cole, Mr. G. E.	Pelliot, Mr.
Colson, Mr. J. S.	Price, Mr. H.
Cunningham, Mr. P. A.	Reich, Mr. A. H.
Davis, Mr. W. & child	Robinson, Mr. V.
Dawson, Mr. T. L.	Robinson, Mr. V.
Deane, Mr. and Mrs.	Robinson, Mr. V.
A. Sharp	Smith, Mr. R. G.
Deans, Mr. and Mrs.	Stevens, Mr. H. Goyne
Dennis, Mr. W.	Stewart, Mr. E. H.
Denroche, Mr. P. C.	Tassell, Mr. P. A. Van
Discombe, Mr. G. M.	Taylor, Mr. D. G.
Dorehill, R.A., Major	Taylor, Mr. and Mrs.
Dunstable, Mrs. D.	G. W.
Dyson, Capt. P. S.	Thomas, Mr. Harry
Fernald, Mr. and Mrs.	Tibby, Mr. H. M.
Ferris, Mr. J.	Valentine, Mr.
Garrett, Mr. H. G.	Waite, Mr. H. E.
Griffin, Mr. J.	Wakeman, Mr. G. H.
Grove, Mr. C. B.	Walker, Mr. C. B.
Grum, Mr. John	Wardle, Mr. F. R.
Woods, Capt. and Mrs.	Watts, Mr. and Mrs.
Griffin, Mr. A. E.	Whitley, Mr. and Mrs.
Hall, Capt. F.	W. J. G.
Hannan, Mr. J. M.	Wild, Lieut. and Mrs.
Harold, Mr. W.	Wignall
Hastings, Mr. H.	Williamson, Mr. and
Hess, Mr. J. L.	Mrs. A. A. and child
Hochappel, Mr. E. C.	Woolton, Mr. J. J.
Howard, Mr. Thos.	Wright, Mr. and Mrs.
Huke, Mr. A. N.	Yoshikawa, Mr.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Lee, Dr. K. J.
Benjamin, Mr. S. S.	Lang, Mr. J. E.
Bonarr, Mr. J. W. C.	Mackie, Mr. C. Gordon
Boyne, Mr. H. F. R.	Manice, Mr. and Mrs.
Brown, Colonel F.	Marin, Mr. R.
Bruse, Mr. G.	Miller, Mr. and Mrs.
Cameron, Mr. Allan	Newall, Mr. Stuart G.
Carrington, Sir John	O'Gorman, Col. The
C.M.G.	O'Gorman, Madam
Carrington, Miss	Oppenheim, Mr. J.
Collard, Col. A. W.	Pitt, Mr. John, R.N.
Crookenden, Col.	Pollock, Mr. H. E.
Dann, Mr. G. H.	Pyne, Capt. R.A.M.C.
Dion, Mr. F.	Pyne, Mrs.
Eckel, Mr. J. S.	Quintoff, Mr. M.
Ezekiel, Mr. R. M.	Rouse, Mr. A. B.
Forbes, Mr. Andrew	Rublee, Mr. W. A. (U.
Fraser, Mr. and Mrs.	S. Consul of America)
H. W.	Rublee, Mrs. W. A.
Harrison, Mr. D. M.	Shelling, Mr. Edward
Hartson, Dr. and Mrs.	Sinclair, Mr. A.
G. M.	Stokes, Mr. A. G.
Gumpert, Mr. and Mrs.	Tomlin, Mr. G. L.
Hays, Mr. J.	Wheeler, Mr. H. B.
Hughes, Col. G. A.	Williams, Lt.-Col. J. L.
Irvine, Mr. E. H.	Jeffrey, Mr.

ORAGIEBURY.

Anderson, Mr. Jas.	Holmes, Mr. W.
Brown, Mr. and Mrs.	Langlands, A.O.D.
H. Matheson	Capt. and Mrs. P.
Carlton, Mr. L. G.	Lowe, Mr. A. R.
Crouch, Mr. J. W.	Newcomb, Mr. E. C.
Gimble, Mr. & Mrs. G.	Pye, Mr. E. Burns
Hewitt, Mr. and Mrs.	Volpicelli, Consul
T. H. B.	

KOWLOON HOTEL.

Baners, Mr. F.	Earby, Mr. E. A.
Cleasby, Mr. W. H.	MacGregor, Mr. J. W.
Cooper, Capt.	Nobbs, Prof. A. P.
Davies, Mr. F.	Spittles, Mr. J.
Dean, Mr. F.	Williams, Mr. G. F.

EXCHANGE.

Hongkong, 7th June.	
ON LONDON, Telegraphic Transfer	1/11
Bank Bills, on demand	1/11 9/16
Credits, 4 months' sight	2/0
On demand, 4 months' sight	2/0 1/2
ON HOLLAND (demand)	M.201
ON PARIS, Bank Bills, on demand	2/47
Credits, 4 months' sight	2/5 1/2
ON NEW YORK, Bank Bills, on demand	47 1/2
Credits, 30 days' sight	47 1/2
ON HONKAY, Telegraphic Transfer	1/47 1/2
ON SHANGHAI, Telegraphic Transfer	7/4
Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	34 1/2 pym.
Sovereigns, Bank's Buy/Sell	35 1/2
Gold Leaf 100 touch, per tael	32 1/2
Gold Silver	37 1/16
Dollars	nom.

OPIUM QUOTATIONS.

Hongkong, 7th June.	
New Opium	\$980 per chest.
Old Patna	975
New Benares	970 per picul.
New Malwa	850
Old Malwa	850/80
Persian, paper tied	810

VESSELS IN PORT.

Steamers.	
ANPING, British steamer, 1,158, H. Barlow, 6th June—Canton 5th June, General—C. M. S. N. Co.	
ATHENIAN, British steamer, 2,444, H. Mowat, 8th June—Vancouver via Conox, Kobe and Moli 7th March, Timber and Flour—C. I. R. Co.	
BENEDICT, British steamer, 1,487, David Clarke, 6th June—Mororan 14th May, Coals—Gibb, Livingston & Co.	
BORMIDA, Italian steamer, 1,499, Costa-Domestico, 4th June—Bombay 17th May, and Singapore 28th, General—Carlyle & Co.	
BURNSIDE, American steamer, 1,400, A. H. Laffin, 14th April—Manila 11th April, Cable—Government.	
CHANGSHA, British steamer, 1,460, T. Mearns, 3th June—Kobe 29th May, General—Butterfield & Swire.	
CHIEFLY, British steamer, 1,567, R. Cox, 3rd June—Calcutta 15th May, Penang and Singapore 29th, General and Opium—Jardine, Matheson & Co.	

CHINATON, British steamer, 2,260, J. E. Williams, 3th June—Sydney 15th May, Government Stores—Butterfield & Swire.

GORMANDEL, British steamer, 2,783, F. W. Vibert, R.N.R., 6th June—Shanghai 4th June, Mails and General—P. & O. S. N. Co.	
DAIJIU MARU, Japanese steamer, 890, T. Ogata, 5th June—Tamsui via Amoy and Swatow 4th June, General—Mitsui Bussan Kaisha.	
ELITA NOSTACK, German steamer, 1,161, H. Bruhn, 18th May—Chinkiang 13th May, General—E. A. T. Co.	
FRANCOIS ARAGO, French cable steamer, 1,805, Mascart, 5th June—Laying Cable E. of Hongkong, Cable—Arnhold, Karberg & Co.	
HINSANG, British steamer, 1,560, P. M. B. Lake, 3rd June—Hongay 1st June, Coal—Jardine, Matheson & Co.	
HONGKONG, French steamer, 862, Pannier, 5th June—Haiphong and Hoihow 4th June, General—A. R. Marty.	
ICHANG, British steamer, 1,100, W. L. Jones, 5th June—Wuhu 1st June, and Chinkiang 2nd, Rice—Butterfield & Swire.	
ITOLA, British transport, 3,362, Livingston, 6th June—Calcutta 24th May, Ballast—Government.	
KAGA MARU, Japanese steamer, 3,901, J. W. Ekstrand, 4th June—Yokohama 29th May, General—Nippon Yusen Kaisha.	
KONG BENG, German steamer, 862, C. Sohner, 3rd June—Bangkok 28th May, Rice—General—Melchers & Co.	
MACHEW, German steamer, 995, G. Wendig, 4th June—Bangkok 29th May, Teakwood and Rice—Melchers & Co.	
MARIS JESSEN, German steamer, 1,771, P. Hennert, 30th May—Saigon 25th May, Rice—Jessen & Co.	
MEADE, American transport, 5,526, G. W. Wilson, 26th April—Manila 23rd April.	
MICHAEL JESSEN, German steamer, 1,710, J. Jessen, 6th June—Haiphong and Hoihow 5th June, General—Jessen & Co.	
MUNCHEN, German steamer, 4,691, Krebs, 28th May—Caroline Islands 15th May, Ballast—Melchers & Co.	
NIPPON MARU, Japanese steamer, 3,437, W. W. Greene, 31st May—San Francisco 3rd May, Honolulu 10th, Yokohama 23rd, Kobe 24th, Nagasaki 26th, and Shanghai 28th, Mails and General—P. & O. S. N. Co.	
POMPEY, American steamer, 785, J. H. Seiver, 31st May—Manila 18th Mar, Coal—U. S. Navy.	
ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May—Wei-hai-wei 23rd May.	
SANDAKAN, German steamer, 1,374, A. Brandstetter, 6th June—Sandakan 1st June, Timber and General—Melchers & Co.	
SARNIA, German steamer, 2,052, T. Paetaw, 30th May—Mojoi 25th May, Coals—Carlowitz & Co.	
SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.	
TAISAN, British steamer, 1,121, E. Stovell, 5th June—Saigon 31st May, General—Bradley & Co.	
TSINTAU, German steamer, 1,002, J. Sanders, 3rd June—Canton 2nd June, General—Arnhold, Karberg & Co.	
ULA, British transport, 2,496, T. A. Collins, 5th June—Calcutta 23rd May.	
UNIVERS, Norwegian steamer, 1,635, U. V. Egnipnes, 27th May—Chefoo 21st May, Flour—Order.	
YURNANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 4th June—Manila 1st June, General—Jardine, Matheson & Co.	
Shipping Vessels.	
CELESTE BURNELL, British ship, 1,764, C. A. Trefry, 29th May—Manila 9th May, Ballast—Order.	
DUNDIE, British ship, 1,098, Hemming, 14th Oct.—New York 29th June, Kerosine Oil—Ray, Standard Oil Co.	
EVIE J. RAY, American bark, Kasien, 24th May—Singapore 27th Mar, Timber—Sander, Weller & Co.	
FULWOOD, British ship, 1,986, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept., Coal—Government.	
LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar—Ponape and Caroline Island 11th Mar, Copra—Master.	
LIZON, American 4-masted schooner, 512, Aderson, 31st Mar.—Port Townsend 28th Dec., General—Holiday, Wise & Co.	
MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co.	
MARSHALL DE VILLARD, French bark, 1,171, Rion, 31st Mar.—Cardiff 4th Jan, Coals—E. A. Trading Co.	
MERCURY, German schooner, 232, Warnes, 23rd Feb.—Yap 9th Feb, Ballast—Siemssen & Co.	
SARDIS, American schooner, 740, B. Harner, 30th May—Kobe 9th May, Coal—Order.	
SEA WITCH, American ship, 1,772, Howes, 21st Feb.—Manila 18th Feb, Ballast—Master.	
SUSSEX, British bark, 1,212, Guthrie, 17th May—Freemantle 26th Mar, Sandalwood—Master.	
VAL OF DOON, British bark, 717, Petersen, 28th Mar—Rajong 29th April, Timber—Sander, Weller & Co.	
VIMIRIA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order.	
HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.	
Hongkong, June 7th, 1901.	
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. G. C. F. M. Cruick, Shanghai.	
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong.	
Arethusa, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Woosung.	
Argentine, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R., Shanghai.	
Astraea, 2nd-class cruiser, 1,300 tons, 7,000 i.h.p., 10 guns, Capt. A. W. Paget, C.M.G., Shanghai.	
Aurora, 1st-class cruiser, 5,600 tons, 8,000 i.h.p., 12 guns, Capt. E. B. Blyth, C.B., Foochow.	
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,165 i.h.p., Captain G. J. S. Warrender, Nagasaki.	
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,441 i.h.p., Capt. Henderson, C.M.G., Hongkong.	
Bonaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 i.h.p., Captain G. G. Sawley, Hongkong.	
Bramble, 1st-class gunboat, 710 tons, 1,000 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.	
Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 i.h.p., Commander Sir Bouchier Wrey, Hongkong.	
Britannia, 1st-class gunboat, 710 tons, 1,000 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Foochow.	
Cornwall, 1st-class battleship, 10,500 tons, 14 guns, 20,000 i.h.p., Capt. J. R. Jellicoe, R.N., Shanghai.	
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong.	
Didon, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 i.h.p., Capt. Tiffard, Shanghai.	

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, Hongkong.

Essex, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut. Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 i.h.p., Captain F. S. Inglefield, Japan.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Com. G. C. Handy.

Hermione, 2nd-class cruiser, 4,560 tons, 10 guns, 9,000 i.h.p., Capt. R. S. D. Cumming, Hongkong.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,500 tons, 11 guns, 9,600 i.h.p., Capt. Charles Windham, Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 750 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Liard, 1st-class gunboat, 715 tons, 6 guns, 870 i.h.p., Lieut. Comdr. J. C. Watson, cruising.

Ocean, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Hon. A. C. Curzon Howe, C.B., C.M.G., A.D.C., Woosung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shanghai.

Orion, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai.

Phaenix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. G. V. de M. Cowper, Shanghai.

Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 i.h.p., Lieut. Com. C. F. Corbett, Shanghai.

Robin, river-gunboat, 2 guns, Lieut. Comdr. G. Webster, West River.

Rosario, sloop, 380 tons, 3 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, West River.

Sandpiper, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut. and Commander Oldham, Yangtze.

Suzuki, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong.

Takaku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Pownall, Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong.

Tamara, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.

Uwea, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Uwea, surveying ship, 620 tons, Lieut. Comdr. Lyne, Manila.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., Lt. Comdr. Mackenzie, D.S.O., Shanghai.

Yvern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Yvondok, river-gunboat, 2 guns, 560 i.h.p., Lieut. Comdr. Watson, Kiukiang.

Yvondok, river-gunboat, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.

Torpedo boats in Reserve Nos. 8 and 20, 35 and 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Bonau, Austrian cruiser, 2,340 tons, Captain Victor Bress von Sambuchi, en route S'pore.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Eissenan, Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossum, Swatow.

Leral, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Laria Theres, Austrian cruiser, 10 guns, 5,000 tons, 9,750 i.h.p., Capt. V. Bress Ritter von Sambuchi, Shanghai.

de Heint, Dutch cruiser, 5 guns, 3,600 tons, 4,735 i.h.p., Capt. Jansen, Taku.

Estire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Infanta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

FOREIGN MEN-OF-WAR OF THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolozsky, at Tientain.

Admiral Putiatin, Russian armoured cruiser, 810 tons, 8 guns, 1,200 h.p., Captain Ellicky, at Nagasaki.

Admiral Popov, Russian gun-vessel, twin screw, 950 tons, 12 guns, 1,150 h.p., Captain Dobrowsky, at Taku.

Admiral Donskoy, Russian armoured cruiser, 1,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Admiral Mikhailevsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 4,000 h.p., Capt. Mikhailevsky, at Taku.

Admiral Serebrennikoff, Russian armoured cruiser, 1,200 tons, 9 guns, 4,150 h.p., Capt. Silmand, at Taku.

Admiral Tchernykh, Russian armoured cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Admiral Zarin, Russian armoured cruiser, 1,000 tons, 9 guns, 1,000 h.p., Capt. Yenish, at Nagasaki.

Admiral Zarin, Russian armoured cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarin, at Nagasaki.

Admiral Zarin, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coplanoff, at Nagasaki.

Admiral Zarin, Russian battleship, 12,000 tons, Capt. Greyeff, at Nagasaki.

Admiral Zarin, Russian battleship, 10,960 tons, 12,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Admiral Zarin, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Donskoff, at Nagasaki.

Admiral Zarin, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Admiral Zarin, Russian ship, 10,960 tons, armoured twin screw cruiser, 1st class, 48 guns, 15,500 h.p., Capt. Haupt, at Port Arthur.

Admiral Zarin, Russian battleship, 10,960 tons, 12,255 h.p., 16 guns, Capt. Melnikoff, at Nagasaki.

Admiral Zarin, Russian gunboat, 4 guns, 1,200 h.p., at Nagasaki.